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HAWAIIAN TARIFF,

AND

DIGEST

OF THE

Laws and Regulations of the Customs,

PILOT AND HARBOR REGULATIONS,

POSITION AND BEARINGS OF LIGHT HOUSES. CURRENCY
TABLES, POSTAGE RATES, LIST OF DIPLOMATIC
AND CONSULAR AGENTS, &c.

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T A R I F F,
OR
RATES OF DUTIES ON ALL GOODS, WARES AND MERCHANDISE
IMPORTED INTO THE HAWAIIAN KINGDOM.

FREE IMPORTS.

Animals, Birds, Bees, intended for improving the breeds. Sec. 517, Art. 6, Civil Code.

Bags and Containers (old) returned, when accompanied by certificate of Hawaiian Consul. Regulation of April 17, 1867.

Books printed in Hawaiian. Act of July 6, 1866.

Catechu. (See Tanning.)

Coals. Act of Dec. 31, 1864.

Copper Sheathing and all description of Sheathing Metal. Act of June 22, 1868.

Diplomatic Representatives. All goods imported for their private use and consumption. Sec. 517, Art. 6, Civil Code.

Foreign Navies. All supplies when imported and used as such. Sec. 517, Art. 6, Civil Code.

Foreign Whalers. Merchandise imported by them in accordance with the provisions of Sec. 569 to 573 of the Civil Code.

Gold and Silver Coins. Sec. 517, Art. 6, Civil Code.

His Majesty. All goods or other articles imported for his use.
Sec. 517, Art. 6, Civil Code.

Hawaiian Government. All goods or articles imported for the
use of the several departments of the Government.
Sec. 517, Art. 6, Civil Code.

Hawaiian Whalers. Oil, bone, fish or other products of the sea,
being the catch of duly registered Hawaiian vessels.
Sec. 517, Art. 6, Civil Code.

Household Effects, old and in use, of persons arriving from abroad.
Also the effects, not merchandise, of Hawaiian subjects
dying abroad. Sec. 517, Art. 6, Civil Code.

Iron. All Pig Iron, and Plate Iron of $\frac{1}{8}$ of an inch in thickness
and upwards. Act of June 17, 1862.

Models of Inventions, if not fitted for use. Sec. 517, Art. 6,
Civil Code.

Oak Bark. (See Tanning).

Oil, Bone, &c. (See Hawaiian Whalers).

Plants and Seeds, when not intended for sale. Sec. 517, Art. 6,
Civil Code.

Philosophical, Chemical and other Apparatus for the use of
Schools and Colleges. Sec. 517, Art. 6, Civil Code.

Returned Cargo, being Merchandise exported to a foreign country
and brought back in the same condition as when export-
ed, accompanied by certificate of Hawaiian Consul.
Sec. 517, Art. 6, Civil Code, and Regulation of April
17, 1867.

Specie. (See Gold and Silver Coins).

Specimens of Botany, Mineralogy, Geology and other Natural
Sciences, for the use of Schools and Colleges. Sec. 517,
Art. 6, Civil Code.

Tanning. Certain material used in. Oak Bark, Catechu and other substances containing "tanin." Act of June 22, 1868.

Tools of Trade, Professional Books and Implements in actual use of persons from abroad. Sec. 517, Art. 6, Civil Code.

Yellow Metal. (See Copper).

DUTIABLE IMPORTS.

Alcohol, and other Spirits of the strength of
Alcohol..... \$10 per gallon.

Alcohol. Provided that security be given that the same is intended for Medicinal, Mechanical or Scientific purposes, upon application in due form 50 per ct. ad val.

Ale, Porter, Beer, Cider, and other fermented beverages, below eighteen per cent of alcoholic strength..... 10 per ct. ad val.

Bitters. (See Brandy and Wine).

Brandy,* Gin, Rum, Whiskey, Liqueurs, Cordials, Bitters, Brandied Fruits, Perfumery, and other articles of merchandise, sweetened or mixed, containing alcohol or spirits, of the strength of thirty per cent or upwards and not exceeding fifty-five per cent of alcohol..... \$3 per gallon.

Brandied Fruits. (See Brandy).

*The instruments used for ascertaining the alcoholic strength of Spirits, Wines, Perfumery, &c., are the "Alcoometre Centesimal" of M. Gay Lussac, and the "Thermometre Alcoometrique" of Lerebours & Secretan.

Coffee. The product of any country with which this Government has no existing treaty.....	3 cents per lb.
Coffee, all other.....	10 per ct. ad val.
Cordials. (See Brandy and Wine).	
Gin. (See Brandy).	
Liqueurs. (See Brandy).	
Molasses and Syrups of Sugar, the product of any country with which this Government has no existing treaty.....	10 cts. per gallon.
Molasses, all other.....	10 per ct. ad val.
Opium* and all manufactures thereof.....	15 per ct. ad val.
Peppermint. (See Brandy).	
Perfumery. (See Brandy).	
Porter. (See Ale).	
Rice. The product of any country with which this Government has no existing treaty,—cleaned.....	1½ cts. per lb.
in the husk.....	1 ct. per lb.
Rice, all other.....	10 per ct. ad val.
Rum. (See Brandy).	
Segars. (See Tobacco).	
Sugar. The product of any country with which this Government has no existing treaty.....	2 cents per lb.
Sugar. All other.....	10 per ct. ad val.
Tobacco and all manufactures thereof.....	15 per ct. ad val.

* Opium can only be imported by such persons as may be duly licensed by the Minister of the Interior, to import and sell.

Whiskey. (See Brandy).

Wines.	Madeira, Sherry, Port, and all other Wines, Cordials and Bitters, and all other articles of merchandise containing or preserved in alcohol or spirits, above eighteen per cent and below thirty per cent of alcoholic strength.....	\$1.50 per gallon.
Wines.	Champagne, Claret, Ginger Wine, California Wines, Rhine Wine, Quinine Wine and all other Wines, Bitters and Cordials of a higher quality than Wines of "Cargaison," when below eighteen per cent of alcoholic strength.....	15 per ct. ad val.
Wines	"de Cargaison"	5 per ct. ad val.

Upon all other Goods, Wares and Merchandise of whatever description imported into this Kingdom, there shall be levied, collected and paid, a duty of ten per cent ad valorem, including all charges as per original invoice.

All Invoices of Merchandise presented at any of the Custom Houses of this Kingdom, for entry, must be accompanied by the certificate of the Hawaiian Consul at the Port of Shipment, otherwise 25 per cent will be added to the original value and the usual duties levied on the increased value thereof.

NOTE.—There are no Transit or Export duties, or charges other than the cost of Entry forms, as required by law.

ARRIVAL AND ENTRY OF VESSELS.

MERCHANTMEN.

Entry and
Manifest.

The Commanding Officer of any merchant vessel, immediately after her arrival at either of the legalized Ports of Entry, shall make known to the Collector of Customs the business upon which said vessel has come to this Port, and deliver him, under oath, a full, true and perfect Manifest of the Cargo with which said vessel is laden before allowing any parcels to be landed, except the *Mail Bags*, delivered to the order of the Postmaster ; which Manifest shall contain an account of the packages with their marks, numbers, contents and quantities, also the names of the Importers, or Consignees, and Shippers.

Passenger List.

And furnish him with a list of her Passengers before allowing any baggage to be landed.

Store List.

And deliver him under oath a list of all stores on board his vessel, under penalty of forfeiting all stores not mentioned in such list and a fine of one hundred dollars.

Limit of time
for Entry.

When any such officer shall fail to perform any or all of the acts above mentioned, within forty-eight hours after his arrival, he shall be subject to a fine not exceeding one thousand dollars.

Delivery of
Mails and
Letters.

All letters under the care of the Captain, or within his power, except such as are directed to the owner or consignee of the vessel, must be delivered to the Postmaster of the Port, before entry can be made or report received.

All goods imported in any vessel and which are not included in her Inward Manifest shall be liable to seizure and confiscation, and the vessel and master shall be liable to a fine not exceeding one thousand dollars.

Penalty for
Goods not
Manifested.

When all the goods included in the Inward Manifest are not produced or accounted for, to the Collector, the vessel and master shall be liable for the appraised value of such deficiency and the duties thereon, together with a fine not exceeding one thousand dollars.

Penalty for
Goods Man-
ifested and
not produced.

No goods or articles of any description shall be landed at any of the Ports of this Kingdom on any Sunday or National Holiday, nor on other days, except between sunrise and sunset, nor until the same shall have been duly entered at the Custom House and landing permit issued, under penalty of seizure and confiscation.

Landing of
Merchandise

WHALEMEN.

Masters of whaling vessels shall enter their vessels at the Custom House within forty-eight hours after their arrival at either of the Ports of Entry, and previous to discharging or shipping any seamen, or taking off any supplies or stores, under penalty of not less than ten, or more than one hundred dollars.

Entry.

They shall also, within the time above stated, furnish under oath a list of all wines and spirits on board as stores, and a Manifest of all cargo and freight except the produce of their fishery and the outfit, provisions and furniture of their vessel, under penalty of forfeiting all such stores, cargo and freight as are not on the list of stores or manifest, and a fine of one hundred dollars.

When Store
List and
Manifest
shall be re-
quired.

Every Master of a whaling vessel, who shall have duly entered his vessel at the Custom House, shall be entitled to a permit from

Whalers'
Permit.

the Collector to trade or barter goods for refreshment and supplies to the amount of twelve hundred dollars, original invoice value, two hundred dollars of which shall be free of duties.

This privilege to trade or barter may be used at one or more ports of the Kingdom, but shall not be construed so as to permit any such vessel to trade or barter goods to a greater amount in all than twelve hundred dollars during one visit to the Kingdom.

Spirituous
Liquors not
included in
Permit.

Whalers Permits do not include the trade, sale, landing or disposal of spirituous liquors, and all such traffic on the part of whaling vessels shall subject them to all the charges of merchant vessels and to all other legal liabilities.

Duties on
excess value.

The same duties shall be exacted of whaling vessels as are exacted of merchant vessels for any goods landed or disposed of by them, exceeding the value of two hundred dollars; and in case such excess amounts to more than one thousand dollars, they shall be deemed in law to have become merchantmen, and be subjected to all the charges of merchant vessels.

When and
how entries
on Whalers'
permits must
be made.

All articles to be landed on Whalers Permit must be entered upon it with ink, and the value carried out, before leaving the vessel.

When Per-
mit must be
produced.

Every master of a whaling vessel who shall fail to produce his Permit, when called for by any officer of Customs, shall be liable to a fine of not less than ten nor more than fifty dollars, to be imposed by the Collector.

CUSTOM HOUSE GUARDS.

The Collector shall provide an officer to be present on board any vessel during her discharge, or at any other time when he may deem it necessary, to superintend the landing of her cargo, and see that no other or greater amount of goods are landed than is set forth upon the Permit to Discharge.

Landing
Officer.

It shall be the duty of the commanding officer of any vessel when boarded by an officer of the Customs to furnish him promptly with any and all information which he may require in regard to the vessel, her cargo, stores, passengers, &c., and exhibit for his inspection her Manifest, Register, or other papers relating to the same.

Commanders
of vessels to
promptly fur-
nish all infor-
mation or pa-
pers required.

Every vessel of not more than five hundred tons shall be allowed six days, and every vessel of five hundred tons and upwards shall be allowed twelve days after entry in which to discharge, but for all days in excess, the compensation of the officer superintending the landing of the cargo shall be a charge against the vessel. Sundays and holidays shall not be counted in the number of days allowed for discharge at the the expense of the Government.

Time allowed
for discharging

PASSENGERS.

If the master of any vessel, arriving at any Port of Entry of this Kingdom, from a foreign port, shall suffer the baggage of any passenger on board of his vessel to be removed on shore from such vessel, unless a permit therefor has been obtained from the Collector of the Port, such master shall be liable to a fine not exceeding fifty dollars, in the discretion of the Collector of Customs.

Baggage per-
mit; liability
of master.

Liability of
passenger.

If any passenger, arriving at a Port of Entry of this Kingdom, on board of a vessel coming from a foreign port, shall remove his baggage on shore from such vessel, without first obtaining a Permit therefor, from the Collector of the Port, such passenger shall be liable to a fine not exceeding fifty dollars, in the discretion of the Court.

Passenger tax.

Any passenger arriving from a foreign port, at any of the Ports of this Kingdom, shall be subject to a tax of two dollars for the support of hospitals for the benefit of sick and disabled Hawaiian seamen, which shall be paid to the several Collectors of Customs, before any permit is issued to such passenger to land his baggage.

Master of ves-
sel liable there-
for.

If the master of any vessel shall allow any passenger to land his baggage or other effects, at any Port of this Kingdom, without payment of the aforesaid tax, he shall be liable therefor, and also to a penalty of not less than ten nor more than fifty dollars, to be imposed by the Collector, in his discretion; such baggage or other effects shall also be subject to seizure and sale.

MARINE HOSPITAL TAX.

Hawaiian
vessels from
abroad.

The master or owner of every ship or vessel under the Hawaiian flag, arriving from any foreign port, or from sea, at any Port of the Hawaiian Kingdom; shall, before such ship or vessel is admitted to entry, render to the Collector of such Port a true account of the number of seamen who have been employed on board since the last entry at any Hawaiian Port; and pay to said Collector at the rate of twenty-five cents per month for each and every seaman so employed, for the benefit of the Marine Hospital Fund; which amount such master or owner is authorized to retain out of the wages of said seaman.

The master of every coasting vessel, employed in the carrying trade between the different ports, roadsteads or harbors of the Hawaiian Kingdom, shall render quarterly to the Collector General of Customs, or to any Collector under his directions, a true list of all seamen employed by him during the preceding three months; and pay to said Collector General or Collector, at the rate of twenty-five cents per month, for each and every seaman so employed, for the benefit of the Marine Hospital Fund; which sum said master is authorized to retain out of the wages of such seaman.

Coasting
vessels.

The returns required as above, shall be made under oath, in such manner and form as the Collector General may prescribe. If any owner or master shall make a false return, he shall be deemed guilty of perjury and punished accordingly. He shall also be subject to a penalty of One Hundred Dollars, for the benefit of the said Marine Hospital Fund, and his vessel shall be liable to seizure, condemnation and sale, to secure the payment of such penalty.

Penalty for
false returns.

PASSPORTS.

Every adult who may have resided on these Islands for more than thirty days, wishing to leave the Kingdom, shall make application to the Collector of the port from which he intends to sail, for a passport.

By whom
required.

It shall be lawful for the Collectors of Customs to grant passports to all applicants for the same, except in the following cases:

Collectors to
grant.

First. In case of the indebtedness or obligation to pay money, of the applicant, to the Government or to any private individual, of which the Collector has received written notice, accompanied by a request not to grant a passport.

Exceptions.

Exceptions. *Second.* In case the applicant is a party defendant in a suit, civil or criminal, pending before any Court in this Kingdom, of which the Collector shall have received written notice.

Third. In case of a writ of *ne exeat regno*, or any other process to arrest or stay the departure of the applicant, shall have been issued by any Court of the Kingdom, of which the Collector shall have received notice in writing.

Fourth. In case of a written complaint being made to the Collector, that the applicant is about to depart the Kingdom leaving his wife or family unprovided for.

Power of Collector to revoke.

Every Collector of Customs may, after granting a passport, cancel the same, upon being satisfied that it was obtained by any deceit or misrepresentation ; or that the permission to leave the Kingdom will work great wrong or injustice to the Government, or to any individual.

Penalty of master for conveying persons without passport-

Every master or commanding officer of a vessel who shall convey out of this Kingdom any person not having a passport, shall be subject to a fine of Fifty Dollars and be liable for all debts which such person may have left unpaid in this Kingdom. And if he shall fail to pay such fine and debts, such vessel shall be subject to seizure, condemnation and sale for the payment thereof; provided always that these provisions shall not be construed as applicable to any seaman legally shipped on board of any vessel.

CHARGE FOR PASSPORT, (price of Stamp) One Dollar.

CUSTOM HOUSE.

STORAGE REGULATIONS.

The expense of putting in, stowing and taking out of Stores will be borne by the importers or owners. Any loss by leakage, breakage or fire, shall be at the responsibility of the party or parties who place the goods in store.

SPIRITUOUS LIQUORS.

The importer is permitted to take out as a sample of each kind and quality one bottle for every one hundred gallons, and one bottle for every fifty cases, free of duty ; but for every succeeding sample there will be a charge of One Dollar for each bottle.

Before taking a package out of the Stores, the importer will present an order to the Collector, giving the marks, numbers and contents thereof, and stating whether it is intended for exportation or consumption.

If the liquor to be withdrawn is intended for consumption, the duties must then be paid ; but if it is intended for exportation, an Outward Entry must be made in the usual form, stating by whom it is to be exported, date of Inward Entry, vessels' and masters' name by which imported and by which it is to be exported.

All liquors in casks will be gauged as they are taken out of the Stores for consumption, and duties charged only upon the quantity delivered.

Liquors taken out of the Stores for exportation or consumption, must not be in less quantities than a single and original package. (Exceptions are made where the package is a hogshhead or pipe.)

OTHER GOODS.

Goods taken from the Stores must be in original packages. If for consumption, not less than One Hundred Dollars in value will be delivered, or the remainder of an importation. Nothing less than a whole package will be delivered, except as samples, and then in the least quantity that will make a fair sample. In ordering goods out of the Bonded Stores for exportation or consumption, the same form must be observed as with spirits.

RATES OF STORAGE.

For Liquors in casks and kegs, 1 cent per gallon per month.

For Liquors in cases, $\frac{1}{2}$ cent per gallon per month.

For bags of Flour (200 lbs.), 4 cents each per month—other sizes in proportion.

For barrels of Flour, Meal and Bread, 4 cents each per month.

For barrels of bottled Ale, Beer and Porter (4 doz. each), 4 cts. each per month.

For cases of bottled Ale, Beer and Porter, (4 doz. each), 4 cts each per month.

For barrels of Beef, Pork and Fish, 5 cents each per month.

For barrels of Pitch and Tar, 7 cents each per month.


For bundles Shooks, and casks Heads and Hoops, 1 cent per barrel per month.


For Whaleboats, \$1 each per month.


Goods (except the above-named), 40 cents per ton per month.

QUANTITY OF GOODS TO COMPOSE A TON.

Forty feet (cubic measure); 2,000 lbs. pig and bar Iron, Sugar, Rice, Nails and similar articles; 200 gallons (wine measure), reckoning the full contents of the cask, of Oil, Vinegar, Lime-juice, Ale, Beer and Porter, not bottled.

 Not less than one month's storage to be charged, and (after the first month) if less than twelve days, nothing; over twelve days, a full month.

 From the date of each transfer the storage commences anew.

 Storage bills on Liquors will be rendered every Quarter; on other goods every six months, or as required.

REGISTRY OF HAWAIIAN VESSELS.

Ownership. No vessel shall be entitled to a Hawaiian Register, unless the same be wholly owned by a subject or subjects of this Kingdom; Provided, however, that any vessel fitted out for the Whale or Seal Fishery may be Registered in the name of any part owner of such vessel actually domiciled in this Kingdom, whether a subject or not.

Application for Register. Application for a Register to be made to the Collector General of Customs, under oath, setting forth the name of vessel, where built, and a general description of the same; and accompanied by evidence of the title of the party making the application. Either of several owners of a vessel may make application for her Registry, but he shall set forth in his application the share of each owner respectively.

Survey and measurement. Upon being satisfied that no legal impediment exists (more particularly if the vessel be foreign built) to her Registry, the Collector General shall cause the said vessel to be examined by the Government Inspector of Vessels, and should she be found seaworthy, he shall cause her to be measured according to the rule fixed by law.

Bond for Registry. Before receiving a Certificate of Hawaiian Registry, the owner of said vessel shall file a Bond with the Collector General, in the penal sum of not less than Two Hundred, or more than Two Thousand Dollars, conditioned that said Certificate shall be used solely for the vessel for which it is granted, and shall not be sold,

loaned or otherwise disposed of; and that in case said vessel (if the same be not a vessel employed in the Whale or Seal Fishery) shall become either wholly, or in part, the property of any alien foreigner or foreigners; or in case she shall be lost, taken by an enemy, burnt or broken up, said Certificate of Registry shall be returned to said Collector General within six months, or satisfactory proof furnished him that said Certificate could not be preserved.

Upon receipt of the Surveyor and Measurer's Certificate and the owner's Bond, and being satisfied that no legal impediment exists to the Registry of said vessel, the Collector General shall cause the same to be enrolled at his office as a Hawaiian vessel, and issue to the owner or owners, a Certificate of Registry in the form required by law, and the Certificate of Registry of such vessel shall be *prima facie* evidence of the ownership and nationality thereof. Registry.

All transfers, by sale or otherwise, and all mortgages or hypothecation of Hawaiian Registered vessels, must be deposited, together with the Register, with the Collector General for record; otherwise no such transfer or hypothecation shall be valid. And all mortgages or hypothecation, when cancelled, shall entitle the mortgagor or pledger to a written release or satisfaction, which must be deposited with the Collector General for endorsement upon the original Record and Register, under penalty of a fine and a further liability to pay all damages occasioned thereby. Transfers
Hypothec

In case of any transfer or mortgage on any Hawaiian vessel, it shall be the duty of the owner or owners to produce the Certificate of Registry to the Collector General (for noting said transfer or mortgage) within three days, if said vessel be within the Kingdom, or if absent, immediately after her return, under penalty of seizure, condemnation and sale.

REGISTRY FORMS.

General Form of an Application for Register.

{ STAMP }

----- 18..

TO THE COLLECTOR GENERAL OF CUSTOMS:

The undersigned respectfully makes application for a Hawaiian Register for the ----- built at ----- A. D. 18--, lately under the ----- Flag, and now owned by ----- Hawaiian Subject as shown by the title presented herewith for Record.

Owner.

Sworn to before me this ---- day of ----- A.D. 18--

Collector General.

Inspector's Certificate.

I, ----- hereby certify that the ----- built at ----- by ----- Certificate of Measurement of which is hereto annexed, has been thoroughly examined by me, and found to be "seaworthy and in good order."

Custom House Measurer and Inspector of Vessels.

Honolulu, ----- 18--

Certificate of Measurement.

Having this day measured the ----- and
ascertained her tonnage, according to the Hawaiian rule, I
hereby certify that-----

Her length, from the fore part of the main stem to the after
part of the stern post above the upper deck, is ---- feet --- inches.

Her breadth, at the broadest part above the main wales, is ----
feet ---- inches.

Her depth, from the under side of the deck plank to the ceiling
in the hold, is ---- feet ---- inches. And her tonnage is ---- tons.

Honolulu, ----- 18--

Measurer.

RULE FOR MEASUREMENT.

The tonnage of every vessel shall be ascertained as follows: If
such vessel be double-decked, take the length thereof from the fore
part of the main stem, to the after part of the stern post, above
the upper deck, the breadth thereof, at the broadest part above the
main wales, half of which breadth shall be accounted the depth of
such vessel; then deduct from the length three-fifths of the
breadth, multiply the remainder by the breadth, and the product
by the depth; divide this last product by ninety-five, and the
quotient thereof shall be deemed the true tonnage of such vessel.
If such vessel shall be single-decked, take the length and breadth,
as above directed in respect to a double-decked vessel; deduct from

the length three-fifths of the breadth, then take the depth from the under side of the deck-plank to the ceiling in the hold, multiply and divide as aforesaid, and the quotient shall be deemed the tonnage of such vessel.

REGISTRY FEES.

Inspector's Fee	\$3.00
Measurement.....	5 cts. per ton.
Registry	25 cts. per ton.
Enrollment Fee.....	2.00
Application for Register.....	1.00 Stamp.
Bond	1.00 Stamp.

COASTERS.

The Collector General of Customs, under the direction of the Minister of the Interior, shall grant a Coasting License for One Year to any Hawaiian Registered vessel, the owner of which shall have applied to him in writing, setting forth the vessel's name with the date and number of her Register, which license shall be in such form as may be approved by the Minister of the Interior.

License—by
whom granted.

Upon granting such license, the Collector General of Customs shall exact of the owner a Bond, with at least one approved surety, in the penal sum of Five Hundred Dollars, in such form and upon such condition as may be approved by the Minister of the Interior.

Coaster's
Bond.

Any vessel which shall engage in the coasting trade of this Kingdom without a license, shall be liable to seizure condemnation and sale.

Penalty for
Coasting with-
out License.

The Minister of the Interior shall have power to establish rules for the guidance and government of all vessels engaged in the coasting trade, and in case any such vessel shall violate any of the said rules, he shall have the power to annul its license. He may also at any time impress any licensed coaster into the public service, upon just compensation, to be afterwards assessed by the Court of Admiralty of this Kingdom.

Power of Min-
ister of Inter-
ior for govern-
ment of coast-
ers.

He may im-
press for public
service.

All vessels engaged in the coasting trade shall carry the Inter-Island Mails, free of charge, under such regulations as may from time to time be provided by law, or prescribed by the Minister of the Interior, upon pain of forfeiting their licenses.

They shall
carry Inter-
island mails.

Shall not carry
passengers
without special
license.

It shall not be lawful for any vessel to carry passengers between the different Islands of this Kingdom, except such vessels as shall be especially licensed for that purpose, under a penalty of Twenty Dollars for each passenger so carried, to be recovered before any Police or District Justice.

Inspection
before licensed
for passengers.

Before obtaining the said license, it shall be necessary that the vessel shall be thoroughly inspected by the Harbor Master of Honolulu, one of the pilots of said port, and some shipwright, to be appointed for that purpose by the Collector General of Customs ; and if the said Inspectors shall certify the vessel to be staunch and well equipped, and of sufficient capacity and accommodations to carry passengers, the owner of such vessel shall be entitled to receive a license from the Collector General to carry passengers between the Islands for one year, subject to all the Passport Regulations for the carrying of females, as provided by law.

Number of
passengers
allowed.

No vessel shall carry more than one passenger for every two tons, registered burthen, excepting steam vessels, the same being allowed to carry two passengers for every three tons burthen ; and in case of any violation thereof, the master of such vessel shall be liable to a fine of Five Dollars for each passenger so carried, the same to be recovered before any Police or District Justice.

Quantity of
provisions re-
quired.

Each vessel licensed to carry passengers between the Islands, shall carry on all her passages, secured on deck, one spare extra cask of the capacity of at least two barrels, filled with water ; and under her deck, easily accessible, as many barrels of good sound bread or rice and salt provisions and water as may, from time to time, be required by the Harbor Master of Honolulu ; and for disobedience of the orders of the Harbor Master, by not carrying the amount of water and provisions required by him, the vessel shall be liable to have her license revoked by the Collector General, and

the master shall be further liable to a fine not exceeding One Hundred Dollars, to be recovered before any Police or District Justice.

COASTING CHARGES.

Coasting License—

To 25 tons.....	\$1.00 per ton.
Each additional ton.....	.50 per ton.
License Blank.....	1.00 Stamp.
License Bond.....	1.00 Stamp.

Passenger License—

Less than 80 tons.....	.50 per ton.
From 80 to 100 tons....	40.00
Over 100 tons.....	50.00
Inspectors' Fee.....	9.00
License Blank.....	1.00 Stamp.

Marine Hospital Tax—

For each man25 pr month.
Crew list each quarter....	1.00 Stamp.

Light Dues—

Each year.....	.10 per ton.
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LIGHT DUES.

**Vessels from
abroad.** There shall be levied upon all vessels arriving from abroad at any port of this Kingdom where a Lighthouse may be established, the sum of Three Dollars, which shall be paid before departure, to the Collector General of Customs.

Coasters. All vessels engaged in the coasting trade shall pay 10 cents per ton as light money, in consideration of which they shall be entitled to visit all ports where lighthouses may be established, for the term of one year, without further charge.

DEPARTURE OF VESSELS.

Any vessel having, through her master or agent, fully complied with the laws and regulations affecting foreign trade, and with all the laws regulating the shipment and discharge of Hawaiian seamen, shall be entitled to depart after receiving from the Collector of the port a Clearance in the form provided by law.

When entitled to clearance.

In case any vessel does not sail within forty-eight hours after receiving a clearance, it shall be the duty of the master to report the same to the Collector of the port, under a penalty of not exceeding Twenty-Five Dollars, to be imposed by said Collector.

Limit of time for sailing after clearance.

No vessel shall be entitled to a clearance unless all proper charges at the Harbor Master's office shall have been settled; and the Collector may require the master or agent of the vessel to produce the Harbor Master's certificate to that effect.

Harbor Master's charges must first be settled.

To entitle any vessel to a clearance, it shall be incumbent on her commanding officer first to furnish the Collector of the port with a Manifest of the cargo laden on board of such vessel, which manifest shall be given under oath; contain a full statement of all the goods on board, expressing contents, quantities and value, and distinguishing between domestic, foreign, and transhipped goods, and shall also contain a list of all stores taken from Bond.

Outward Manifest.

He shall also furnish in proper form, a list of all passengers intending to depart in said vessel.

Passenger list.

Outward entry
of goods from
bond.

When goods are exported from Bond, it is necessary that the person exporting the same shall make an Outward Entry at the Custom House, in the form required by law ; which said Entry must be made before the clearance of the vessel in which the same are to be exported.

Penalty for
sailing without
clearance.

If any vessel shall sail from any port in this Kingdom without first obtaining a clearance, the commanding officer thereof shall be subject to a fine, not exceeding One Thousand Dollars, in the discretion of the Court ; for the payment of which fine the vessel shall be liable to seizure, condemnation and sale.

PORTS OF ENTRY.

No goods of foreign growth or production shall be landed or unladen from a foreign vessel, or Hawaiian vessel from a foreign port, at any other port of the Hawaiian Islands than a Port of Entry for foreign vessels, as created by law, under a penalty of seizure and forfeiture of the vessel in which such goods shall be brought, and of the goods imported therein, and so landed or unladen. And in passing from port to port no foreign vessel shall engage in the coasting trade of this Kingdom.

Penalty for landing at ports other than ports of entry.

The following are the legal ports of entry :

Honolulu,	-----	Island of Oahu.
Lahaina,	-----	“ Maui.
Hilo,	-----	“ Hawaii.
Kawaihae,	-----	“ “
Kealahakua,	-----	“ “
Koloa,	-----	“ Kauai.

Legal ports of entry.

In addition to the above, foreign vessels engaged in the whale fishery, shall have access to the following port for the purpose of recruiting and refreshment—Hanalei, Island of Kauai.

It shall be lawful for any vessel from abroad, with the written permit of the Collector General of Customs, to proceed to any other port or place in the Kingdom, not a port of entry, for the purpose of debarking cargo, the duties upon which have been paid, or of embarking cargo, or of obtaining refreshment.

Collectors may grant permits for ports other than ports of entry.

The Collectors of Customs at other ports in the Kingdom than Honolulu, may grant such permits for their respective collection districts.

REGULATION

CONCERNING STAMPS AND BLANKS ON INWARD ENTRIES.

On and after March 11, 1864, the charges for Stamps and Blanks on invoices valued at Ten Dollars and under, will be One Dollar; on invoices valued over Ten Dollars and not exceeding Twenty Dollars, One Dollar and a half; on invoices valued over Twenty Dollars, the usual charge of Two Dollars and a half.

W. F. ALLEN,

Collector General of Customs.

REGULATION

CONCERNING RETURN GOODS, EMPTY BAGS, CONTAINERS, &c.

From and after the first of June, 1867, it will be required that all invoices of "Return Goods, Empty Bags, &c.," intended to be entered free, must be accompanied by the Hawaiian Consul's, of port of shipment, Certificate, that they are the same goods and in original packages as shipped from this port.

W. F. ALLEN.

Collector General of Customs.

Approved:

STEPHEN H. PHILLIPS,

Minister of Finance, ad interim.

CUSTOM HOUSE CHARGES.

For visit of Health Officer when required.....	\$ 5.00
When necessarily detained on board.....	10.00 per day.
For Bill of Health on departure, when required..	5.00
Pilot's and Boarding Officer's Fees (See Pilotage).	
Buoys	2.00
Lights—Vessels from abroad.....	3.00
Coasters, each year.....	.10 per ton.
Inward or Outward Manifests.....	2.00
Inward Entry, Goods paying Duties.....	2.50
Inward Entry, Goods Bonded.....	4.50
Outward Entry, Goods Bonded.....	1.50
Transit Entry.....	2.50
Bond to secure payment of duties.....	2.00
Passports.....	1.00
Every Stamped Certificate or Blank furnished by the Collector	1.00
Recording Bill of Sale, Mortgage or Hypotheca- tion of a vessel, or copying the same, or copying Certificate of Registry, per one hundred words.....	.50

The Custom House charges for all other acts and duties not expressly provided for by law, as also the rates of Storage, shall be such as may from time to time be prescribed by the Minister of Finance.

PORT REGULATIONS.

PILOTAGE.

Boarding
vessels.

Upon the arrival of any vessel making the usual marine signal for a pilot, it shall be the duty of the pilot at the port to immediately put off to such vessel, taking with him a white and a yellow Flag ; to enquire into the sanitary condition of the ship and the health of those on board ; and upon being assured to his satisfaction that there is no danger to be apprehended from any contagious disease, he shall board such vessel, but not otherwise.

Health
Certificate.

Upon boarding the vessel, the pilot shall present the commanding officer with a Health Certificate to be signed by him, and in case the same shall be signed, the white flag shall be immediately hoisted at the main, and the pilot shall be at liberty to bring the vessel in to port ; but in case the commanding officer shall decline to sign the certificate of health, the pilot shall deliver him a yellow flag, which the master shall hoist at the main, and the vessel shall be placed in quarantine, outside of the harbor, and anchored where the pilot may direct.

Penalty--pi-
lot violating
health laws.

Any pilot who shall conduct a vessel into any port in this Kingdom, in violation of the provisions of this law, or any of the Regulations of the Board of Health, or knowing that there is just ground to suspect the existence of contagion on board, shall be liable to a fine not exceeding Five Hundred Dollars.

Every vessel, the master of which shall have declined to sign a certificate of health as above prescribed, shall, upon entering port, be liable to seizure, confiscation and sale.

Penalty—
master of
vessel.

If the pilot, after boarding any vessel, shall discover the existence of a contagious disease, he shall not return on shore, neither shall it be lawful for any of the ship's company or passengers to land or communicate with the shore, or board any other vessel, without permission of the Board of Health, or the Collector, under penalty of a fine not exceeding Five Hundred Dollars.

Pilot or others
can not land
from ship hav-
ing contagious
disease.

The pilots of Honolulu shall bring the vessel which they may take charge of, fully within the harbor (within the inner buoy unless otherwise directed by the Harbor Master) and anchor her in a suitable and convenient place, under penalty of forfeiting their commission.

Pilots shall
bring vessels
fully within
harbor.

No pilot shall take out any vessel that may be under attachment or arrest by virtue of any process, nor before she has obtained her clearance, under penalty of forfeiting his commission and paying a fine not exceeding One Thousand Dollars.

They shall not
take out ves-
sels under at-
tachment or
without clear-
ance.

If any foreign vessel, or Hawaiian vessel engaged in foreign trade, shall enter or depart from any of the ports for which pilots may be appointed, without a pilot, such vessel shall be liable to one half pilotage.

Half pilotage.

All vessels anchoring outside the reef at Honolulu shall, when so requested by the Harbor Master or any pilot, change their anchorage and anchor in such place as he may direct, under penalty of a fine not exceeding One Hundred Dollars.

Vessels an-
choring out-
side port of
Honolulu.

At ports where there are no pilots, the regularly appointed boarding officers shall do and perform all the duties prescribed for pilots.

Boarding
Officers.

Pilot and
Boarding fees
—how paid.

The pilot's fees, boarding officer's fees and health fees shall form a part of the port charges, which shall be paid by every vessel to the Collector of the port before a clearance is granted.

PILOT'S FEES.

Piloting in or out of the ports of Honolulu, Hilo and Hanalei, on vessel's draught.....	\$1.00 per foot.
Anchoring by pilot, off port of Honolulu.....	10.00
If detaining pilot over 24 hours—additional pay..	5.00 per day.
Boarding officer, at ports where and when no pilotage is charged	5.00

TOWAGE RATES.

PORT OF HONOLULU.

Ships and Barks under 500 tons.....	\$50.00
Ships and Barks over 500 tons.....	60.00
Ships and Barks over 1000 tons.....	75.00
Whalemen—	
Foreign.....	45-00
Hawaiian	40.00
Brigs and Schooners under 200 tons.....	30.00
Brigs and Schooners over 200 tons.....	35.00

HARBOR REGULATIONS.

The Harbor Masters of Honolulu and Hilo shall have authority over the anchoring, mooring and making fast of all hulks, coasters, boats and other craft in their respective harbors, and are charged in general with the enforcement of all harbor regulations.

Authority
of Harbor
Masters.

They shall also be Wharfingers at the ports for which they are appointed.

They shall be entitled to receive, in addition to their usual fees, all amounts disbursed by them for the use of boats, warps and labor in mooring and making fast any vessel, and if necessarily detained on board more than two hours at any one time, they shall be paid at the rate of one dollar per hour for such extra detention.

Disbursements
for boats,
warps, &c.

All vessels that may enter any port shall be anchored in the place designated by the Harbor Master, and moved from one anchorage to another as he may direct; and no vessel, excepting coasting vessels under fifty tons burthen and vessels about to leave the harbor, shall quit her anchorage or moorings until the commanding officer shall have received the written permission of the Harbor Master, under penalty of a fine not exceeding One Hundred Dollars.

Anchorage of
vessels in port.

The Harbor Master or any Pilot, while removing a vessel from one anchorage or mooring to another, may make fast to any other vessel, or to any warp or wharf; and any person resisting the same, cutting away or casting off the warp or fastening, shall be subject

Removing
vessels from
one anchorage to another.

to a fine not exceeding One Hundred Dollars ; and if such person belong to any vessel, the master of such vessel shall be responsible for any damage resulting from such resistance, cutting away or casting off, as well as for the fine imposed upon the offender.

Vessels shall
slack down
fasts when
required.

In order to facilitate the removing and placing of vessels in their proper berths, all vessels in the harbor shall, when requested by the Harbor Master or any pilot, slack down their stream cables and other fastenings, and also their bower chains, under penalty of a fine not exceeding One Hundred Dollars.

Shall rig in
booms and top
their yards.

All vessels entering port shall, if so requested by the Harbor Master or any pilot, rig in her jib, flying jib and spanker booms and spritsail yards, and top their lower and topsail yards, within twenty-four hours after anchoring in such port ; and in all cases before attempting to come along side of, or make fast to either of the docks or wharves, and keep them so rigged in and topped until within twenty-four hours before leaving the harbor, and until after removing from any wharf or dock, under penalty of a fine not exceeding One Hundred Dollars.

Heating of
pitch, tar, rosin,
in, &c.

No combustible materials such as pitch, tar, rosin or oil, shall be heated on board any vessel within the harbor of Honolulu ; but all such combustible articles shall be heated, either on shore, or in a boat, or on a raft, at a reasonable distance from the vessel, of which distance the Harbor Master shall be the judge. Every person violating the provisions of this Section shall be liable to a fine not exceeding One Hundred Dollars.

Throwing
stones or rubbish
into the
harbor.

No stones or other rubbish shall be thrown from any vessel into the harbor of Honolulu or Hilo, under penalty of a fine not exceeding One Hundred Dollars ; and the master of the vessel from which the same are thrown shall be subject to a like fine.

Any person who shall leave, or cause to be left, for the space of six hours, upon the shores or reefs of any harbor in this Kingdom, any dead animal, shall be subject to a fine not exceeding One Hundred Dollars, and shall cause the same to be removed without delay.

Dead animals.

Every vessel taking on board or discharging any ballast or coals within the harbor of Honolulu, shall have a tarpaulin properly stretched and spread, so as to prevent any from falling into the water, under penalty of a fine not exceeding One Hundred Dollars.

Loading or discharging ballast or coals.

No vessel having Gunpowder on board will be permitted to remain at the wharf more than twelve hours ; and if the vessel shall be at the wharf over night, a policeman or watchman shall be kept on duty on board all night. All gunpowder deposited on the wharf for shipment, shall be immediately passed on board the vessel to receive the same.

Gunpowder.

HARBOR MASTER'S CHARGES.

WHARFAGE.

Per registered ton (Sundays and Government holidays not counted)----- 2 cts. per day.

STORAGE.

Bricks, Coal, Coolers, Kettles, Stone Ballast, Sand, (space of 32 square feet measurement)-----	1 ct.	“
Oil, on wharves, for every 10 bbls.	1 ct.	“
Lumber, Firewood, (space of 32 square feet measurement)-----	1 ct.	“
Anchors, Chains, Pig Ballast and Old Iron, per ton of 2,000 lbs.	$\frac{1}{2}$ ct.	“

HARBOR MASTER'S FEES.

Boarding vessel on arrival.....	\$3.00
Boarding vessel on departure.....	3.00
Moving vessel, each time.....	3.00

SHIPPING AND DISCHARGING NATIVE SEAMEN.

Shipping, each man.....	50 cents.
Discharging, each man.....	50 “
Government Tax, each man.....	\$6.00
Shipping Articles.....	1.00 Stamp.
Application to Governor.....	1.00 “
Master's Bond.....	1.00 “

[All the above charges must be paid by the ship.]

DISCHARGING FOREIGN SEAMEN.

Seaman's Permit, each man.....	50 cents.
Seaman's Bond, each man.....	\$1.00
Permit for deserter to ship.....	50 cents.

BOAT REGULATIONS.

PORT OF HONOLULU.

The owner of any boat duly licensed for the harbor of Honolulu, shall be entitled, if hired on time, to charge one dollar for each passenger for the first hour and fifty cents for each succeeding hour, if the boat have four or more oars; and only half these fares if the boat have less than four oars.

When hired
on time.

If hired by distance, twenty-five cents for each passenger to and from any ship or point within the inner buoy; fifty cents to and from any point between the inner and outer buoys; and two dollars to and from any ship or point in the anchorage outside of the buoys, if the boat have four oars, and only half of said fares if the boat have less than four oars: Provided, always, that if the boat shall be detained by any passenger alongside of any ship, or at any point, over fifteen minutes, the owner shall be entitled to charge fifty cents additional for every half hour of such detention.

When hired
by distance.

Any person plying a licensed boat, who shall refuse to take a passenger at the rates prescribed in the preceding Sections, or who shall charge any person more than the said rates, shall be fined five dollars.

Penalty for
refusing or
overcharging
a passenger.

Every person hiring any such boat shall be entitled to carry with him, free of charge, one hundred pounds of luggage or goods, and no more; and for all extra luggage or goods he shall pay according to agreement with the person plying the boat.

Quantity of
luggage al-
lowed.

LIGHT HOUSES.

HONOLULU.

A Lighthouse has been erected on the inner edge of the Western Reef, bounding the entrance of the channel into Honolulu harbor. The light is a Fresnel of the fourth order, at an elevation of twenty-six feet above the sea level, and can be seen from the deck of an ordinary sized vessel at a distance of nine nautical miles, in a radius from S.E. by E. to W. from the Lighthouse.

From the Lighthouse the Spar or Fairway Buoy bears (magnetic) S. 11° W. $6\frac{1}{4}$ cables; the eastern end of the new wharf, N. 35° E. $1\frac{1}{2}$ cables; Diamond Point, S. 56° E.; Barber's Point, S. 88° W., and the eastern corner of the Custom House, N. 15° E., near to which corner another Light Tower has been erected, at an elevation of twenty-eight feet above the sea level, and can be seen about five miles out at sea. The light in this Tower is green.

To enter the harbor by night, bring these two lights in one, bearing N. 15° E. (magnetic), and keep them in one till within a cable's length of the Lighthouse on the reef, when by hauling a point to the Eastward you will avoid the end of the spit on which the Lighthouse is built, extending off from it about twenty-five feet to the Eastward. Steer for the east end of the new wharf, and when half way between the light on the reef and the new wharf, keep away N.W. and along the Esplanade to an anchorage inside. All bearings magnetic.

HILO, HAWAII.

A Lighthouse has been erected at Paukaa Point, entrance to Hilo harbor, Hawaii. The light is at an elevation of fifty feet above the sea level, a plain fixed light, and can be seen easily ten miles out at sea. From the Lighthouse the outer point of the reef bears S. 58° E.; inner point of the reef, S. 39° E.; Governess' flagstaff (about the centre of the harbor), S. 22° E.; Leleiwi Point, S. 79° E., and Makahanaloa Point, N. 2° W. Bearings magnetic.

KAWAIHAE, HAWAII.

For the anchorage at Kawaihae a White Light, about fifty feet above the sea level, has been erected, at a point bearing from the N.E. corner of the reef N.E. by N. $\frac{1}{2}$ N. The light can be seen at a distance of ten miles out at sea. With this light bearing E.N.E. there is good anchorage in eight fathoms of water, about a quarter of a mile from the shore. All bearings magnetic.

LAHAINA, MAUI.

A Lighthouse has been erected at the landing, port of Lahaina. The window on the sea side of the light-room is of 20×24-inch glass, with red glass at the N.W. and S.E. ends. The colored glass stands at equal angles, side and front, and a vessel in ten fathoms of water will have two bright lights for about half a mile each way from directly in front of the Lighthouse. At a greater distance, it will show a colored light until the lights almost appear like one, or the red light like a reflection from the other light. The light towards Molokai is the brightest, so that the lights now have the appearance of a large and small light close together. The lights stand about twenty-six feet above the water, and can be seen across the Lanai channel.

The following Tables of the principal currencies in which European Invoices are presented for Entry, are given with a view to assist the Importer, and facilitate Custom House transactions ; and together with the general table of currency values, are calculated at the present Custom House rates.

STERLING MONEY REDUCED TO DOLLARS AND CENTS, AT \$4.80 THE POUND STERLING.

D.	CTS.	S.	CTS.	S.	DOLLARS.	£	DOLLARS.	£	DOLLARS.	£	DOLLARS.	£	DOLLARS.
1	2	1	24	11	2 64	1	4 80	10	48	100	480	1,000	4,800
2	4	2	48	12	2 88	2	9 60	20	96	200	960	2,000	9,600
3	6	3	72	13	3 12	3	14 40	30	144	300	1,440	3,000	14,400
4	8	4	96	14	3 36	4	19 20	40	192	400	1,920	4,000	19,200
5	10	5	120	15	3 60	5	24 00	50	240	500	2,400	5,000	24,000
6	12	6	144	16	3 84	6	28 80	60	288	600	2,880	6,000	28,800
7	14	7	168	17	4 08	7	33 60	70	336	700	3,360	7,000	33,600
8	16	8	192	18	4 32	8	38 40	80	384	800	3,840	8,000	38,400
9	18	9	216	19	4 56	9	43 20	90	432	900	4,320	9,000	43,200
10	20	10	240	40									
11	22												

FRANCS REDUCED TO DOLLARS AND CENTS, AT 18¾ CENTS PER FRANC.

FRANCS.	DOLLARS.	FRANCS.	DOLLARS.	FRANCS.	DOLLARS.	FRANCS.	DOLLARS.
1	.18¾	10	1 87½	100	18 75	1,000	187 50
2	.37½	20	3 75	200	37 50	2,000	375 00
3	.56¼	30	5 62½	300	56 25	3,000	562 50
4	.75	40	7 50	400	75 00	4,000	750 00
5	.93¾	50	9 37½	500	93 75	5,000	937 50
6	1 12½	60	11 25	600	112 50	6,000	1,125 00
7	1 31¼	70	13 12½	700	131 25	7,000	1,312 50
8	1 50	80	15 00	800	150 00	8,000	1,500 00
9	1 68¾	90	16 87½	900	168 75	9,000	1,687 50

LOUIS DOR—BREMEN RIX DOLLAR REDUCED TO DOLLARS AND CENTS, AT $78\frac{3}{4}$ CENTS
PER RIX DOLLAR.

BREMEN RIX DOLLAR

GROT	CTS.	GROT	CTS.	L. D'O.	DOLLARS.	L. D'O.	DOLLARS.	L. D'O.	DOLLARS.	L. D'O.	DOLLARS.
1	1 $\frac{1}{4}$	10	10 $\frac{5}{8}$	1	78 $\frac{3}{4}$	100	78 75	1,000	787 50		
2	2 $\frac{1}{4}$	20	21 $\frac{3}{8}$	2	1 57 $\frac{1}{2}$	200	157 50	2,000	1,575 00		
3	3 $\frac{1}{4}$	30	32 $\frac{1}{2}$	3	2 36 $\frac{1}{4}$	300	236 25	3,000	2,362 50		
4	4 $\frac{1}{4}$	40	43 $\frac{3}{8}$	4	3 15	400	315 00	4,000	3,150 00		
5	5 $\frac{1}{4}$	50	54 $\frac{1}{8}$	5	3 93 $\frac{3}{4}$	500	393 75	5,000	3,937 50		
6	6 $\frac{1}{2}$	60	65	6	4 72 $\frac{1}{2}$	600	472 50	6,000	4,725 00		
7	7 $\frac{1}{4}$	70	76	7	5 51 $\frac{1}{4}$	700	551 25	7,000	5,512 50		
8	8 $\frac{3}{4}$			8	6 30	800	630 00	8,000	6,300 00		
9	9 $\frac{1}{4}$			9	7 08 $\frac{3}{4}$	900	708 75	9,000	7,087 50		

PRUSSIAN RIX DOLLAR.

PRUSSIAN RIX DOLLARS REDUCED TO DOLLARS AND CENTS, AT 69 CENTS PER RIX DOLLAR.

GRÖS	CTS.	GRÖS	CTS.	GRÖS	CTS.	GRÖS	CTS.	THAL.	DOLLARS.	THAL.	DOLLARS.	THAL.	DOLLARS.
1	2 $\frac{3}{10}$	10	23 $\frac{1}{10}$	19	43 $\frac{3}{10}$	28	64 $\frac{1}{2}$	1	69	10	6 90	100	69 00
2	4 $\frac{3}{10}$	11	25 $\frac{3}{10}$	20	46 $\frac{1}{10}$	29	66 $\frac{3}{10}$	2	1 38	20	13 80	200	138 00
3	6 $\frac{3}{10}$	12	27 $\frac{3}{10}$	21	48 $\frac{3}{10}$			3	2 07	30	20 70	300	207 00
4	9 $\frac{1}{10}$	13	30	22	50 $\frac{1}{10}$			4	2 76	40	27 60	400	276 00
5	11 $\frac{3}{10}$	14	32 $\frac{3}{10}$	23	53			5	3 45	50	34 50	500	345 00
6	13 $\frac{3}{10}$	15	34 $\frac{3}{10}$	24	55 $\frac{1}{10}$			6	4 14	60	41 40	600	414 00
7	16 $\frac{3}{10}$	16	36 $\frac{1}{10}$	25	57 $\frac{3}{10}$			7	4 83	70	48 30	700	483 00
8	18 $\frac{3}{10}$	17	39 $\frac{3}{10}$	26	59 $\frac{3}{10}$			8	5 52	80	55 20	800	552 00
9	20 $\frac{3}{10}$	18	41 $\frac{3}{10}$	27	62 $\frac{3}{10}$			9	6 21	90	62 10	900	621 00

MARCS BANCO OF HAMBURG REDUCED TO DOLLARS AND CENTS, AT 35 CENTS THE BANCO
MARC.

MARCS BANCO.

S.	CTS.	S.	CTS.	M. B.	DOLLARS.	M. B.	DOLLARS.	M. B.	DOLLARS.	M. B.	DOLLARS.	M. B.	DOLLARS.
1	2 $\frac{3}{16}$	10	21 $\frac{1}{16}$	1	35	10	3 50	100	35	1,000	350		
2	4 $\frac{1}{16}$	11	24 $\frac{1}{16}$	2	70	20	7 00	200	70	2,000	700		
3	6 $\frac{3}{16}$	12	26 $\frac{4}{16}$	3	1 05	30	10 50	300	105	3,000	1,050		
4	8 $\frac{1}{16}$	13	28 $\frac{7}{16}$	4	1 40	40	14 00	400	140	4,000	1,400		
5	11	14	30 $\frac{1}{16}$	5	1 75	50	17 50	500	175	5,000	1,750		
6	13 $\frac{1}{16}$	15	32 $\frac{1}{16}$	6	2 10	60	21 00	600	210	6,000	2,100		
7	15 $\frac{3}{16}$			7	2 45	70	24 50	700	245	7,000	2,450		
8	17 $\frac{1}{16}$			8	2 80	80	28 00	800	280	8,000	2,800		
9	19 $\frac{1}{16}$			9	3 15	90	31 50	900	315	9,000	3,150		

CURRENT MARC.

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FOREIGN CURRENCY.

CUSTOM HOUSE RATES OF FOREIGN MONEY OR CURRENCY.

FOREIGN CURRENCY.	DOLLARS.	FRACTIONAL PARTS OF THE CURRENCY.	
Ducat of Naples-----	80	100 grani.	
Franc of France-----	18 $\frac{3}{4}$	100 centimes.	
Florin of Southern States of Germany-----	40	60 kreutzers.	4 pfennigs.
Florin of Austria-----	48 $\frac{1}{2}$	60 "	4 "
Guilder-----	48 $\frac{1}{2}$	60 "	4 "
Kobang of Japan-----	1 38	4 itzebou.	1,600 seni.
Lira of the Lombardo and Venetian Kingdoms-----	16	100 centissimi.	100 millesimi.
Livre of Leghorn-----	16	20 soldi.	12 denair.
Livre of Genoa-----	18 $\frac{3}{4}$	20 "	12 "
Marc Banco of Hamburg-----	35	16 shillings.	12 pfennings.
Marc Current of Hamburg-----	28	16 "	12 "
Pound Sterling of Great Britain-----	4 80	20 shillings.	12 pence.
Rix Dollar, Louis d'Or of Bremen-----	78 $\frac{3}{4}$	72 grotes.	5 swares.
Rix Dollar of Prussia-----	69	30 groschen.	12 pfennings.
Silver Rouble of Russia-----	75	100 kopeks.	
Rupree of British India-----	44 $\frac{1}{2}$	16 annas.	12 pice.
Tael of China-----	1 48	10 mace.	100 candarems.

POSTAGE RATES.

DESTINATION.	LETTERS, PER HALF OUNCE.		REGISTERING FEE FOR LETTERS.		NEWSPAPERS, SINGLE COPIES.		BOOKS, PACKAGES AND SAMPLES.	
	United States Postage.	Hawaiian Postage.	United States Postage.	Hawaiian Postage.	United States Postage.	Hawaiian Postage.	United States Postage, 4 oz.	Hawaiian Postage, 1 oz.
	2	15	15	15	1	2	1	2
Inter-Island.....	..	15	..	15	..	2	..	6
United States.....	6	15	..	15	..	2	..	6
Great Britain and Ireland.....	6	6	6	15	..	2	..	6
Germany.....	6	7	15	8	2	3	2	4
British Columbia.....	6	6	15	5	2	2	2	4
Canada.....	6	6	15	5	2	2	2	4
New South Wales and New Zealand.....	12½	..	..	..	2	2	2	4
France.....	6	10	..	..	2	2	2	10
Denmark.....	6	10	15	8	2	6	2	2
Norway.....	6	12	15	8	2	8	..	11
Sweden.....	6	11	15	8	2	8	2	2
Austria.....	6	7	15	8	2	3	2	2
China and Japan.....	6	10	..	16	2	2	2	10
Azores or Western Islands.....	6	16	15	16	2	2	2	12
Holland.....	6	10	15	8	2	4	2	8
East Indies.....	6	10	15	8	2	2	2	8
West Indies.....	6	10	15	8	2	2	2	4
Panama.....	6	10	15	8	2	2	2	4
Chili.....	6	22	15	8	2	4	2	10
Peru.....	6	22	15	8	2	4	2	10
Mexico.....	6	10	..	..	2	3	2	4

POSTAL CONVENTION

BETWEEN THE UNITED STATES OF AMERICA AND THE HAWAIIAN KINGDOM.

The undersigned, being thereunto duly authorized by their respective governments, have agreed upon the following articles, establishing and regulating the exchange of correspondence between the United States of America and the Hawaiian Kingdom:

ARTICLE I. There shall be an exchange of correspondence between the United States of America and the Hawaiian Kingdom, by means of the subsidized line of the United States mail steamers plying between San Francisco and Honolulu, as well as by occasional steamers, and by sailing vessels running between Honolulu and the ports of San Francisco, California, Portland, Oregon, or ports in Puget Sound, Teekalet, Olympia and Port Townsend, comprising letters, newspapers, and printed matter of every kind, originating in either country, and addressed to and deliverable in the other country.

ARTICLE II. San Francisco, New York, Boston, Portland, Oregon, Teekalet, Olympia and Port Townsend shall be the United States offices of exchange, and Honolulu and Hilo the Hawaiian offices of exchange, for all mails transmitted between the two countries under this arrangement.

ARTICLE III. The United States offices shall defray the expenses of the sea conveyance of all mails transmitted in both directions

by means of its subsidized line of mail steamships, so long as said line is maintained by the government of the United States; and the Hawaiian office shall defray the expenses of the sea conveyance of all mails transmitted, in both directions, by means of occasional steamships or by sailing vessels.

ARTICLE IV. No accounts shall be kept between the post-office departments of the two countries upon the correspondence exchanged between them, but each country shall retain to its own use the postages which it collects.

The single rate of international letter postage shall be six cents on each letter weighing half an ounce or less, and an additional rate of six cents for each additional weight of half an ounce or fraction thereof, which shall in all cases be fully prepaid, by means of postage stamps, at the office of mailing in either country. If not fully prepaid, they shall not be forwarded. Letters received in either country from the other shall be delivered free of all charge whatsoever.

The United States office shall levy and collect on newspapers, (whether transient or sent to regular subscribers) addressed to or received from the Hawaiian Kingdom, the established rates of United States domestic postage; and upon all articles of printed matter, except newspapers, addressed to or received from the Hawaiian Kingdom, a postage charge of four cents per each weight of four ounces or fraction of four ounces.

The Hawaiian post-office shall levy and collect on newspapers and other articles of printed matter, addressed to or received from the United States, the regular rates of postage chargeable thereon by the laws or regulations of the Hawaiian Kingdom.

ARTICLE V. Letters mailed in the Hawaiian Kingdom and addressed to countries beyond the United States, with which the

United States have direct postal relations, may be forwarded through the United States to their respective destinations, subject to the same additional postage charges as are paid by the inhabitants of the United States to such countries, which, in all cases where prepayment is obligatory in the United States, may be paid by the senders in the Hawaiian Islands, by affixing uncanceled United States postage stamps of sufficient value to effect such prepayment.

On the other hand, prepaid letters from foreign countries, received in and forwarded from the United States to the Hawaiian Kingdom, shall be delivered in said Kingdom free of all charges whatsoever; and letters received in the Hawaiian Kingdom from the United States, addressed to Micronesia or neighboring islands, will be forwarded to destination, subject to the same conditions as are applicable to correspondence originating in the Hawaiian Kingdom and addressed to those islands.

ARTICLE VI. Every letter dispatched from one country to the other shall be plainly stamped with the words "paid all," in red ink, on the right hand upper corner of the address, in addition to the date stamp of the office at which it was posted.

ARTICLE VII. Dead letters, newspapers, &c., which cannot be delivered, from whatever cause, shall be mutually returned, without charge, monthly, or as frequently as the regulations of the respective offices will permit.

ARTICLE VIII. The two offices may, by mutual consent, make such detailed regulations as shall be found necessary to carry out the objects of this agreement, such regulations to terminate at any time on a reasonable notice by either office.

ARTICLE IX. This convention shall come into operation on the 1st day of July, 1870, and shall be terminable at any time on a notice by either office of six months.

Done in duplicate and signed in Washington on the 4th day of May, 1870.

[SEAL]

JNO. A. J. CRESWELL,

Postmaster General of the United States.

ELISHA H. ALLEN,

H. H. M.'s Envoy Extraordinary and Minister Plenipotentiary.

I hereby approve the foregoing convention, and in testimony thereof I have caused the seal of the United States to be affixed.

U. S. GRANT.

By the President :

HAMILTON FISH,

Secretary of State.

WASHINGTON, May 5, 1870.

[SEAL]

All persons are hereby notified that the above Convention is to be regarded, in all its provisions, as part of the public laws of this Kingdom, and respected accordingly.

C. C. HARRIS,

Minister for Foreign Affairs.

Foreign Office, June 20th, 1870.

HIS HAWAIIAN MAJESTY'S
DIPLOMATIC AND CONSULAR AGENTS.

CHARGES D'AFFAIRES AND CONSULS GENERAL.

Samuel U. F. Odell.....New York.
Manley Hopkins.....London.
William Martin.....Paris.
David Thomas.....Valparaiso.
John H. Gossler.....Hamburg.
Eugene von Hasslocher.....Carlsruhe.
Charles St. Julian.....Sydney.

CONSULS GENERAL.

William Keswick.....Hong Kong.

CONSULS.

Edward M. Brewer.....Boston.
Henry W. Severance.....San Francisco.
John McCracken.....Portland, O.
Robert C. Janion.....Liverpool.
W. S. Broad.....Falmouth.
A. S. Hodges.....Ramsgate.
W. D. Seymour.....Cork.

James Dunn.....	Glasgow.
Leon de Mandrot.....	Havre.
Ernest de Boissac.....	Bordeaux.
A. Couve.....	Marseilles.
A. Deny.....	Rouen.
John F. Muller.....	Bremen.
—————	Munich.
—————	Darmstadt.
Heinrich Muller.....	Carlsruhe.
—————	Stuttgart.
H. G. Levita.....	Antwerp.
S. Hoffmeyer.....	Copenhagen.
Victor Schonberger.....	Vienna.
Raphael de Luchi	Genoa.
Henry Rhodes.....	Victoria, B. C.
William Knight.....	Hobart-town.
Andrew Wardrop.....	Auckland.
Henry Driver.....	Otago.
Alexander S. Webster.....	Sydney.
D'Arcy W. L. Murray.....	Fiji.
S. Maintz	Batavia.
J. McKay Cook.....	Panama.
—————	Callao.
Wm. H. Delano	Coquimbo.
George M. Dean.....	Port Stanley, Falkland Is.
E. J. Hunter.....	Petropaulski.
H. W. Freeman.....	Nicolayesk.

Every Minister, Commissioner, Consul or Vice-Consul of the Hawaiian Islands, in any foreign country, may take and certify,

under his official seal, all acknowledgments of any deed, mortgage, lease, release, or any other instrument affecting the conveyance of real or personal estate in this Kingdom, and such acknowledgment shall entitle such instrument to be recorded.

They shall also have power to take acknowledgments of powers of attorney, to administer oaths, and to take depositions and affidavits, to be used in this Kingdom.

CONSULAR CERTIFICATES.

CERTIFICATE TO INVOICE.

I, ----- of ----- do solemnly and truly swear, that the Invoice now produced and hereunto annexed, contains a true and faithful account of the goods, wares and merchandise therein described, at their market value at ----- at the time the same were procured, and of all charges thereon, and that the said Invoice contains no discounts, bounties or drawbacks, but such as have been actually allowed.

(Signed) -----

I, ----- His Hawaiian Majesty's Consul for ----- do hereby certify that on the ---- day of ----- of the year 18-- personally appeared before me ----- who subscribed and swore to the above ; and I further certify that I am satisfied that he is the person he represents himself to be, that he is a credible person, and that the statements made by him under said oath are true.

(Signed) -----

[SEAL]

H. H. M.'s Consul.

CERTIFICATE OF GOLD VALUE—UNITED STATES.

CONSULATE OF HIS HAWAIIAN MAJESTY,

----- U .S. ----- 18--

I hereby certify that satisfactory proof has been presented to me,

that the Invoice hereunto attached, amounting to the sum of ----- dollars, dated at -----, 18--, purports to be, and truly states the currency values at the date aforesaid; and that the same was manifested to and cleared by the Custom House of this port, by and under the values therein named.

I do further certify and declare that the average value of gold coin, payable in legal tender paper currency, on the ----- day of ----- 18-- was ---- per cent. premium, showing a depreciation of said paper currency, of ---- per cent. discount.

(Signed)

Consul for -----

CERTIFICATE TO RETURNED CARGO, EMPTY BAGS, &c.

-----, -----, 18--

I, -----, do solemnly swear, that the Invoice now produced and hereunto annexed, contains a true and faithful account of the goods, wares and merchandise therein specified, which are further described as follows:

MARKS.	NUMBERS.	PACKAGES AND CONTENTS.

That the said above described packages and merchandise were originally entered at Honolulu and the legal duties paid thereon. That the same were imported from Honolulu, on or about the ---- day of -----, 18--, in the -----, -----, master, and are now intended to be returned to the said port in the ----- whereof ----- is master.

(Signed)

I, -----, His Hawaiian Majesty's Consul for -----, do hereby certify that on the ---- day of ----- of the year 18--, personally appeared before me -----, who subscribed and swore to the above; and I further certify that I am satisfied that he is the person he represents himself to be, that he is a credible person, and that the statements made by him, under said oath, are true.

(Signed)

[SEAL]

H. H. M.'s Consul.

CIRCULAR
OF THE FOREIGN OFFICE, RELATING TO DEPRE-
CIATED CURRENCY IN THE UNITED STATES.

DEPARTMENT OF FOREIGN AFFAIRS,
HONOLULU, 18th April, 1863.

SIR ; I have the honor to enclose to you a notice to all Merchants exporting Goods and Merchandise of all kinds, liable to duty, to this Kingdom, that the King's Government are ready to deduct from the invoice value of said Goods and Merchandise, such a value as may equal, *precisely*, the increase in their prime cost arising from the depreciation in the currency with which they have been bought at the date of their invoice, as presented to the Custom House at the port of shipment : *provided*, that every such invoice be accompanied with a certificate by you, under your Seal and Signature, stating that the said Goods and Merchandise were bought and paid for in a depreciated currency, and further stating the precise per-centage of depreciation or of increase of value of such Goods and Merchandise as compared with the prices, in the current gold and silver coins of the United States ; but that without such certificate, no deduction whatever will be allowed.

You are to cause this notice to be inserted, once every week, in the newspaper of largest circulation among merchants in the city where you reside, and in all others within the compass of your Consulate till further orders.

I have the honor to be, Sir,

Your most obedient humble servant,

R. C. WYLLIE.

To -----

NOTICE TO ALL EXPORTERS OF GOODS AND
MERCHANDISE.

By order of the Government of His Majesty, the King of the Hawaiian Islands, the undersigned hereby notifies all exporters of Goods and Merchandise to that Kingdom, that the Import duty thereon will be calculated and levied on their Invoice value, as *manifested* to the Custom House at the port of shipment, less the precise amount of the increase in the invoice value of said Goods and Merchandise arising from the depreciation of the currency at the date of said invoice, but that no reduction of duties whatever will be allowed, unless the invoices, as presented for clearance at the Custom House, be accompanied with a certificate under the seal and signature of the undersigned, stating the percentage of the increase in the value of said invoices at the time of their date arising from the depreciation in the currency, as aforesaid.

The undersigned, on proof that the invoices are calculated in depreciated currency, and of the percentage of that increase arising from that depreciation, is authorized to issue certificates of the same, on presentation of the invoices, to all applicants, they paying the usual fee of five dollars for each certificate.

Consul.

HIS HAWAIIAN MAJESTY'S CONSULATE,

CONSULAR FEES.

For shipping Sailors, for each.....	\$1 00
For discharging Sailors, for each.....	1 00
For signature of Ship's Manifest when required.....	2 00
For signature of Muster-roll when required.....	2 00
For certificate of Invoice of Goods to be landed in Hawaiian ports—On Invoices of less than \$500	1 00
On Invoices of \$500 and upwards.....	2 00
For certificate of Gold Value, U. S.....	5 00
For certificate of the landing of Goods exported from Ha- waiian ports.....	3 00
For certificate of origin of Goods shipped for Hawaiian ports, or of ship.....	2 00
For attestation of a Signature when required.....	1 00
For administering an Oath when required.....	50
For Seal of Office and signature to any other document when required	1 00
For noting a Protest.....	1 00
For Bottomry or Arbitration Bond.....	2 00
For Order of Survey.....	2 00
For extending a Protest or Survey.....	1 00
For Registrations in Book of Consular Record.....	1 00
For every Passport to parties bound for Hawaiian ports..	2 00
For <i>Visa</i> of every Passport.....	50

For valuations of Ships, Goods, &c.	1	per cent.
For sale of Ships, Goods, &c., when employed to do so	2½	per cent.
For attending such sales, in cases where there has been no charge for valuation	1	per cent.
For attendance at place of shipwreck, or where the wrecked ship and property may be, over and above traveling expenses	5	per cent.
For attendance on opening a Will	\$5	00
For extending a Will, where the value exceeds \$100	2	00
For attesting ditto	1	00
For administering to estate of Hawaiian subjects, when required, or when dying intestate	2½	per cent.
On amount of disbursements on account of the Hawai- ian Government, when not in funds, besides in- terest thereon at the rate current in the place of the Consul's residence	2½	per cent.
On receiving and paying away money by order of the Hawaiian Government	2½	per cent.

EXTRACTS FROM AN ACT

FOR PREVENTING COLLISIONS AT SEA.

(APPROVED DECEMBER 31, 1864.)

SECTION 1. It shall be the duty of all masters of Hawaiian vessels to observe and enforce, on board the vessels under their command, the following rules and regulations :

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

PRELIMINARY.

ARTICLE 1. In the following rules, every steamship which is under sail, and not under steam, is to be considered a sailing ship ; and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

RULES CONCERNING LIGHTS.

ARTICLE 2. The lights mentioned in the following articles, and no others, shall be carried in all weathers between sunset and sunrise.

ARTICLE 3. Sea-going steamships, when under way, shall carry, *at the foremast head*, a bright white light, so fixed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the ship, viz : from right ahead to two points abaft

the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles. *On the starboard side*, a green light, so constructed as to throw a uniform and unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles. *On the port side*, a red light, so constructed as to show a uniform, unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles. The said green and red side-lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

ARTICLE 4. Steamships, when towing other ships, shall carry two bright white masthead lights, vertically, in addition to their side-lights, so as to distinguish them from other steamships. Each of these masthead lights shall be of the same construction and character as the masthead lights which other steamships are required to carry.

ARTICLE 5. Sailing ships under way, or being towed, shall carry the same lights as steamships under way, with the exception of the white masthead lights, which they shall never carry.

ARTICLE 6. Whenever, as in the case of small vessels, during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to

prevent collisions, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side.

To make the use of these portable lights more certain and easy, they shall each be painted on the outside with the color of the lights they respectively contain, and shall be provided with suitable screens.

ARTICLE 7. Ships, whether steamships or sailing ships, when at anchor in roadsteads or fairways, shall, between sunset and sunrise, exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of eight inches in diameter; and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon, and at a distance of at least one mile.

ARTICLE 8. Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light every fifteen minutes.

ARTICLE 9. Open fishing-boats and other open boats shall not be required to carry side-lights, required for other vessels; but shall, if they do not carry such lights, carry a lantern having a green slide on the one side, and a red slide on the other side; and on the approach of or to other vessels, such a lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets, and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

RULES CONCERNING FOG SIGNALS.

ARTICLE 10. Whenever there is a fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes, viz :

(A) Steamships under way shall use a steam whistle placed before the funnel, not less than eight feet from the deck.

(B) Sailing ships under way shall use a fog horn.

(C) Steamships and sailing ships when not under way, shall use a bell.

STEERING AND SAILING RULES.

ARTICLE 11. If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

ARTICLE 12. When two sailing ships are crossing, so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side ; except in the case in which the ship with the wind on the port side is close hauled, and the other ship free, in which case the latter ship shall keep out of the way. But if they have the wind on the same side, or if one of them has the wind aft, the ship which is to windward shall keep out of the way of the ship which is to leeward.

ARTICLE 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

ARTICLE 14. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her starboard side, shall keep out of the way of the other.

ARTICLE 15. If two ships, one of which is a sailing ship and the other a steamship, are proceeding in such direction as to involve risk of collision, the steamship shall keep out the way of the sailing ship.

ARTICLE 16. Every steamship when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse; and every steamship shall, when in a fog, go at a moderate speed.

ARTICLE 17. Every vessel overtaking any other vessel, shall keep out of the way of the said last mentioned vessel.

ARTICLE 18. Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article:

ARTICLE 19. In obeying and construing these rules, due regard must be had to all dangers of navigation, and due regard must also be had to any special circumstances which may exist in any particular case, rendering a departure from the above rules necessary, in order to avoid immediate danger.

ARTICLE 20. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

It being, however, understood and especially enacted, that His Majesty the King may, from time to time, by order in Council, make and proclaim such alterations in, or additions to, the said rules and regulations, as His Majesty may deem necessary and proper, so far as concerns the application of said rules and regulations to Hawaiian vessels.

SECTION 2. It shall be the duty of the Collector General of Customs to cause two copies of said rules, in Hawaiian and English, to be delivered to all masters of Hawaiian vessels applying for the same.

EXTRACTS FROM AN ACT RELATING TO LIENS ON DOMESTIC SHIPS AND VESSELS.

(APPROVED JULY 8, 1870.)

SECTION 1. There shall be a lien on all domestic ships and vessels for necessary supplies furnished and repairs made, which shall be effective for twenty days and no longer, except as provided in the succeeding Section. But no lien shall attach, unless there be a written order, or some other memorandum in writing, signed by the master, at or before the time when such supplies were furnished, or repairs made, which said written order or memorandum must set forth that said supplies or repairs were necessary, and that the same were demanded on the credit of the vessel.

SECTION 2. If any ship or vessel to which such lien shall attach by force of the preceding section, shall leave port before the expiration of twenty days, and shall afterwards arrive at, or return to the port of Honolulu, such lien shall continue effective for ten days after the arrival or return of such ship to Honolulu.

SECTION 3. Such liens may be enforced by a libel in the Admiralty, to be filed in the office of the Clerk of the Supreme Court, all subsequent proceedings upon which shall be according to the ordinary proceedings in Admiralty Courts. But no proceedings shall be had upon any libel not filed while such lien continues effective.

EXTRACTS FROM AN ACT TO ENCOURAGE THE
ESTABLISHMENT OF WOOLEN AND
COTTON FACTORIES.

(APPROVED JULY 18, 1870.)

SECTION 1. That all machinery or building materials of any description imported by any person or persons solely for the purpose of erecting and finishing a Woollen or Cotton Factory, and not for sale, shall be permitted to enter, free of duty or other charges, on application to the Minister of Finance, by the party or parties importing the same.

SECTION 2. As a further inducement to secure the speedy erection of a Woollen and a Cotton Factory, the Minister of the Interior is hereby authorized to pay to the owner or owners of any Woollen Factory, the sum of Six Thousand Dollars for the first one hundred pairs of woollen blankets, seventy-two inches in breadth by eighty-six inches in length, and weighing eleven pounds per pair, manufactured by them from Hawaiian wool, at any woollen factory that may be erected in this Kingdom : and an additional sum of Six Thousand Dollars to the owner or owners of any cotton factory, for the first one hundred pieces of cotton cloth of not less than forty yards each, suitable for domestic wear or use, manufactured by them at any cotton factory in this Kingdom, out of Hawaiian cotton: *Provided* that said Factory or Factories are of sufficient capacity to manufacture and consume all the wool and cotton produced at the time of their erection.

SECTION 5. The provisions of Sections 1 and 2 of this Act shall not extend beyond three years from the date of its passage.

